



PRICE 20d

## "OUR MAN AT THE TOP"

It is fairly certain that some readers will not yet have learned of the impending elevation of our curly-haired D.A. Assistant Secretary - and Editor of this Journal - Alan Leng, to the lofty and coveted position of C.T.C. National Secretary.

I know you will all wish to join the D.A. Committee and members across the county in congratulating Alan and wishing him every success in the challenges ahead. Those who have worked closely with him are well aware of his competence and must be sure that his ambitions will be instrumental in the Club's future development.

The departure of Alan in May will be clearly a loss to the DA, for he has proved to be a valuable Assistant Secretary, but we can be sure that a successor will come forward to carry on the good work.

Let us include here good wishes for his family in their new life in fresh surroundings and hope that some of our future events will justify a visit from our north country National Secretary.

R. HEALEY. D.A. SEC

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## RIDING NORTH

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The Journal of the North Yorkshire D.A.  
of the C.T.C.

Issue 3 - March 1981

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Editor : A .J .Leng, 155. Windsor Dr. , Wigginton

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Please send articles to our new editor:

M.G.Haseltine, 145, Greenshaw Dr, Haxby, York

## LETTER FROM THE PRESIDENT

37, Castlegate,  
Malton

I hope that all D.A. members and friends will make a special effort to visit this year's CTC York Rally on the Knavesmire, on the earlier date of 20/21 June. Wear your new North Yorkshire D.A. badge, if you have acquired it by that time, hopefully to be ready to spot fellow CTC members from a much wider area, who could be first-time visitors.

I strongly feel that the new date, so close to Midsummer's Day, June ,24th, is the ideal time to have the event. The long hours of daylight and stronger possibility of ideal weather conditions could quite easily make it the best-attended rally ever. Ask all 'dads' to come along on the Sunday, which is 'Fathers' Day'. Give to all you meet a reminder of this very important weekend in the cycling world.

I hope to see you at the Rally!

Alwyn Taylor

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## RALLY TIME AHEAD

Following our President's exhortation above, we very much hope for another successful CTC York Rally on the Knavesmire, over the weekend of 19 - 21 June.

Plans are well in hand for a most attractive programme, but local help will again be needed to set up the site, mark out and man the camp area, and of course for the hundreds of other tasks which this event requires.

If you are likely to be available for the whole weekend or for a few odd periods on any day, then the organisers will be pleased to hear from you. Please contact the Rally Chief Steward, Ron Healey (tel: York 54114), or write to: 6, Howard Drive, York, YO3 6XB with details of any specific talents.

## The 1981 B.C.T.C Local Heat

Neither the formal-sounding name of the British Cycle Tourist Competition, nor the stuffy wording of its rules, gives any hint of the immense amount of fun and enjoyment that all who take part - whether as competitors, helpers or organisers - derive from this annual event.

The local heat is one of about thirty, held in various parts of the country where, in a friendly, cordial and often humorous atmosphere, individual competitors go through a series of practical and theoretical tests on map-reading, hill climbing, braking, pace-judging, courtesy, cycle control, rough riding, road conduct, cycle maintenance, and general knowledge of cycling and the countryside.

From each heat, one or more leading scorers qualify for the national final, held over a weekend in September in a different part of the country each year. This year's venue is in Scotland, and as the CTC pays finalists' costs of travel, those earning a place in the 1981 final will be even more fortunate than usual. Attending a final, whether as competitor, "inquisitor", supporter or just a spectator, is another great experience in the world of cycling that can be recommended to any "Riding North" reader.

This year's local heat is on Sunday, 7th June (not 31st May as on an early Runs List), and without giving away any secrets we can reveal that it will start within a mile or two of the finish - as the crow flies - inside a twenty mile radius of York. Entry forms can be obtained from the organisers, Anne and Mike Haseltine, of 145 Greenshaw Drive, Haxby, York(Tel.769018) who hope that we can muster 26 or more starters and so guarantee at least two finalists.

Anne and Mike will need a dozen or so helpers to act as marshals, tea-brewers etc., most of whom need only be keen to help - expert knowledge is rarely needed, except of course so far as tea-making is concerned.

Volunteers please let Anne and Mike have your names, prospective competitors and helpers, as soon as you can before the end of May. They can always use more entrants or marshals, so never assume the list is full. The more the merrier - let's all get together and make this year's heat an even better day out than usual.

## A WHEEL IN THE WENT VALLEY

Tracing the route of the A1 to the most southerly part of North Yorkshire, you will encounter the tiny village of Wentbridge, quiet and almost forgotten, yet whose main street used to vibrate with trunk road traffic in the '50s and '60s, and before that was busy with postcoaches at the time that highwayman Nevison frequented the area.

Now, instead of grinding slowly down to the bridge before climbing laboriously up the bank, the lorries speed across the valley over a sleek concrete viaduct, almost unseen and unheard from the village.

The creation of this lofty example of civil engineering will be remembered by some who may have visited Wentbridge when the deep gorge was filled by a huge lattice of scaffolding inhabited by an army of spider-like men with yellow safety helmets. The scars of construction have now disappeared and we are left once more with a peaceful valley in which the River Went flows serenely, having cut its way through the narrow strip of magnesium limestone which runs north to south.

The wooded portion of this valley east of Wentbridge is known locally as Brockadale, and has associations with the badger. Having left one's cycle in the yard behind that popular and seemingly perpetual haunt of cyclists, the Corner Café, a walk in the valley is a worthwhile way to spend an hour, whatever the season. Crossing to the north side of the bridge, a narrow lane leads past the pleasant little church with its well-kept grounds. There are field paths which can be followed beside the meandering stream flowing east eventually to join the Don.

The young among us will find it more exciting to take the stonier paths which lead upwards through wooded glades to the limestone outcrops and remains of quarries which fringe the edge of this ravine. One of them leads to the trunk road on its viaduct, which it is possible to cross on foot, if you can stand the dust and roar of traffic. There are many other footpaths, mainly on the north side of the valley, and there is also a small Nature Reserve, while the whole valley has been designated a 'site of special scientific interest', being

a haunt of the now extinct Pasque or passion flower among others which still remain.

The valley on each side of Wentbridge is broad and fertile, particularly towards Pontefract, with an attractive quiet lane leading to Carlton. A small area in the valley has been set aside as a botanical reserve, and Iron Age relics have been unearthed hereabouts. It is an area known for fox-hunting, centre of the Badsworth Hunt, and was in former times more heavily wooded.

At the north end of this lane is a disused windmill, and we can also note an impressive mansion, home of the famed but fallen architect, John Poulson, surrounded by a high fence. Pontefract may not seem attractive to the cyclist, but its castle has a fascinating history and a visit is very worthwhile. This was a magnificent stronghold with its many towers and shell keep where Richard II is supposed to have starved to death in imprisonment. Here too Earl Thomas of Lancaster and Archbishop Scrope were beheaded. The castle was extensively damaged in the siege of 1648 and the debris, now covered with earth, forms a pleasant park in which to wander without charge.

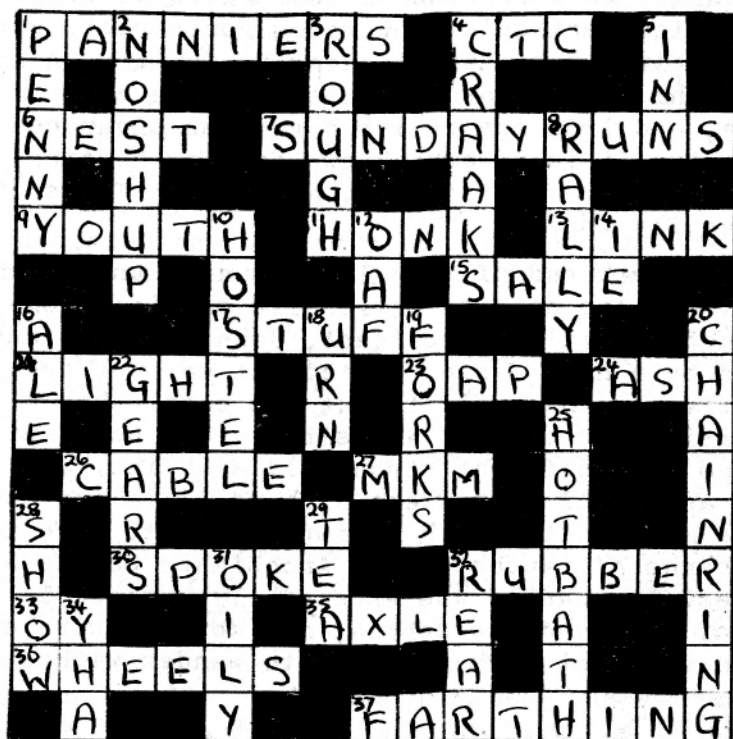
To the east of the Went gorge the valley again broadens, and one encounters the scattered village of Kirk Smeaton with its church of St. Peter. Here there is a Norman font and other decorated masonry of that period, though the church was largely rebuilt as late as 1864. To the north is the extensive Stapleton Park, whose walls border the street of Womersley - a village without a pub.

Though the area is surrounded by collieries, power stations, quarries and chemical works, the rural atmosphere is all pervading and only on the ridges can such intrusions be perceived. This is certainly an area worth exploring, not only for its pleasant appearance but also for the interest of its many antiquities.

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### SOLUTION TO PRIZE CROSSWORD FROM OUR LAST ISSUE

The first correct solution opened came from Bryn Devitt, 70, Coldyhill Lane, Newby, Scarborough.



### PHOTOGRAPHY FOR THE CYCLIST

Looking to summer holidays, many riders will no doubt be considering photography as a means of recording the various scenes, events and people encountered on their travels.

Like cycling, photography does not need highly sophisticated or expensive apparatus to give satisfactory results, though in common with other pastimes one is often pressed by adverts to buy more and better equipment. Certainly the price of precision, versatile cameras has dropped dramatically over the last ten years compared with earnings. Beware however this absorbing hobby which can soak up all one's spare cash in the quest for higher standards and extended scope.



The great majority of club cyclists and individuals are quite happy to churn out a series of snaps for the album. Others will be meticulous in their recording of tours and excursions, to produce an illustrated story having continuity and fascination - an expression of their own artistic inclinations. The choice of camera in both cases will depend on depth of pocket or purse, but also, for cyclists, on the practicalities of carrying a fairly delicate instrument, keeping weight and bulk to a minimum.

Before reaching this stage, however, a decision must be made about format. The choice has always been quite wide, but since its inception the 35mm camera with its standard format of 24 x 36mm has established itself as the most popular. There are now also the options of sub-miniature 110 cameras, and the 126 Instamatic size. The latter is confined mainly to the simpler cameras for the mass holiday snap market, but it provides an economical way to gain experience and discover some of the limitations of photography. The 110 camera is truly pocketable, very simple to use, and gaining in popularity, but the advantages are inevitably offset by some drawbacks. Firstly there is only a limited range of films for both 110 and 126, secondly only the more expensive ones can be used in other than bright weather, and thirdly the picture quality, especially for slides, is not so good as in the average 35mm camera. You will also need a special projector for best results with 110. Some of these cameras have built-in flash, but this has to be carried whether it is needed or not. 110 cameras cost from £8 to £150.

The 35mm camera has a lot going for it, providing the widest range in price, facilities and size, backed by a full list of accessories, enlargers, projectors and processing services. The basic choice is between four types: compact, rangefinder non-reflex, semi-auto SLR and automatic single lens reflex. The compact is bound to appeal to the cyclist, particularly as a second camera, but its limitations include the non-interchangeability of the lens and a short focal length, tending to give full sharpness to objects 'in vision' which are not really wanted in the picture. Like the 110/126 cameras, smaller and lighter 35mm cameras are more difficult to hold steady for longer exposure times.

The rangefinder camera is a little less bulky than most SLRs and generally less expensive, say £25 up to £120. Some of these cameras have the facility of alternative lenses, built-in flash and automatic exposure setting, programmed or by setting shutter speed or aperture. In choosing any of the above types look for simplicity and accessible controls, making sure that the viewfinder is large and accurate.

The single lens reflex is the most promoted and least understood camera on the market. The range is quite enormous and truly bewildering to the non-technical. For cyclists the disadvantage is in the bulk of this instrument, though the trend towards electronics has brought down both size and weight. Yet it is still true to say that a 35mm camera is only as good as its lens. It is impossible in this article to touch on the many features of the SLR, but there are many booklets which cover the subject objectively.

The SLR allows one to look at the picture being taken actually through the camera lens. It also permits accurate focussing without taking the eye from the viewfinder, and retains a life-size view of the scene up to the instant of exposure. The SLR also has 'fast' lenses which enable pictures to be taken in very poor light conditions, while other lenses of varying focal lengths can be fitted for distant or very close shots, for example, thus giving tremendous versatility. The price to be paid for this can be anything between £30 and £400, with lenses costing up to £600. Average weight of an SLR is 1.7lbs.

The choice of camera is best made with expert advice from a dealer who is known to be a keen photographer rather than a super salesman, knowing the price one is prepared to pay and the basic requirements. The reports in 'Which?' magazine from any reference library are also a useful guide when comparing quality, performance and value for money.

Once the camera is bought, the patient cyclist will study the question of picture composition: positioning of subject, choice of viewpoint and the use of available light are all important if one is not simply to produce mediocre snapshots of no lasting value. It is worth waiting for that bank of cloud to travel across the sky so that the sun can emerge to give sharper

contrasts; worth composing the picture with some foreground interest to lead the eye. Distant views which are impressive to look at are often disappointing viewed on film. A gate, a bush, or a clump of rocks - even the old bicycle which is now looking so neglected with all your money going on that shiny new camera - these can all be used to good effect to give your photos that necessary 'depth'. Studying the pictures in photographic or travel magazines can teach you a lot about composition and give you ideas for your own subjects.

'Every picture tells a story' may be a hackneyed phrase, but that must be the object of your photos: you may wish to add a title to your pictures giving date, place and other information, but the best photos are often the ones which speak for themselves.

There are many hobbies which fit in well with cycle touring, but there is surely no other which has a greater affinity to it than photography. However much cycling is enjoyed, there is no doubt that taking pictures to commemorate your experiences adds greatly to the pleasure, giving you a tangible reminder of moments of happiness (and suffering!) awheel which you can treasure over the years.

\* \* \*

### KEEP IT SIMPLE ...

From the statistics provided by YHA Yorkshire Region, it is clear that simple hostels are the favourites of cyclists. Lilac Cottage, Ellingstring, proved to be most popular in 1980, recording 38 per cent of its bednights by cyclists, closely followed by Thixendale with 33%. Both hostels, significantly, are in quiet, secluded villages with no resident warden and self-cooking only. Dacre Banks, too, is well supported by cyclists, but other hostels could do with more patronage, in particular Wheeldale Lodge, which is a good weekend spot for riders from Teesside, Humberside and the eastern towns of West Yorkshire. Wheeldale has been a substantial financial liability to the Region, and has only recently been reprieved from closure. Another threatened hostel is Garsdale, which had 15 per cent patronage by

cyclists last year, and which, like Wheeldale, has unique problems of limited access, an exposed situation and lack of conventional services. Cycling advocates who have been instrumental in saving the hostels hope that cycling clubs and groups will rally to support these threatened hostels in order that they can be retained as essential links in the hostel chain.

Ron Healey

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### 1981 NORTH YORKSHIRE D.A. STANDARD RIDES

March 22nd	-	50 miles in 4 hours
April 5th	-	100km in 6 hours
May 10th	-	100 miles in 8 hours
August 23rd	-	Roughstuff ride (2 courses)

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### EASTER 80

With Easter only a few weeks away, many of us face our first opportunity of the year to get away for an extended weekend. Last year a small group from York managed an enjoyable camping weekend in Dentdale.

Starting early on the Friday I met a fully laden (I'm sure I spotted a kitchen sink somewhere amongst the load) Gary and Mark II. Cycling in perfect conditions, warm and sunny, we made good time to Ripon, then on to Hawes, where we stopped to stock up with food for the weekend. Leaving Hawes, we continued to Garsdale Head, and, after pushing my bike up past the station (I was on fixed) we found snow on Shaking Moss, enough to stop cars but not us, or the cyclists we met coming from Dentdale. The descent into Dentdale provided some moments of fun for the others, as I had great difficulty stopping on one iced-up rim. However we reached Dentdale without incident, found the campsite, met Jacquie and the girls (who had caught a train part way) and made camp. We awaited Eddie's arrival eagerly - once he arrived we all breathed a sigh of relief, for as everyone knows, Eddie won't move unless good weather is unconditionally guaranteed!

We spent the next two glorious days in various leisurely and not-so-leisurely pursuits: Saturday, climbing Whernside and calling in at every pub in Dent (all two of them); Sunday, three of us rode to Kendal whilst Eddie went off on his own and the girls went walking. During the evening we forced ourselves into the pubs again. (Don't worry, Des - we were walking back to the tents.)

Throughout the weekend we had the usual laughs about my cooking and Gary's stove (like the flare stack of a North Sea oil rig), but all had a good time.

Monday we cycled home, leaving Eddie to enjoy his extra day's holiday, climbing out of Dentdale to Ribblesdale and enjoying a fine wind-assisted run down Ribblesdale, across to Skipton, and home via Wharfedale.

All of us enjoyed the weekend, which proved to be the forerunner of several throughout the year, other riders in the Section having bought, borrowed or shared tents on various occasions.

However, this article is not only intended to report, albeit briefly, our 1980 Easter weekend, but also to let you know that this Easter we shall be camping in Swaledale, so if anyone is interested in joining us, have a chat with Gary, Ian, Mark I or myself for details. Don't worry if you have no equipment - I think we have enough between us to fix up anyone who wants to join us.

John Green

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#### ANSWERS TO 'KWIKQUIZ' on page 12 of Issue 2

1. Malham
2. Addingham
3. Burnsall
4. Boroughbridge
5. Pickering
6. Helperby

## NOW IT'S HIGH SPEED TANDEMS

From January 1st, on an experimental basis, the Eastern and Scottish Regions of B.R. have agreed to accept cycles on their High Speed Trains from 12 noon on Saturdays to 10pm on Sundays. This is a welcome move for cyclists in the north and east of the country, for it helps to overcome some, but not all, of the restrictions in travelling with a cycle. The move is coincidental with the introduction of more 125 sets on the East Coast main line, from Hull and Middlesbrough. This has brought problems, for it is no longer possible to reach London from York, Hull or Selby much before 10am on Saturdays or weekdays without using slow, crowded overnight trains.

The return from London or indeed main line stations to the north on Sundays has become easier with the new concession, and this has also been assisted by the introduction on the new TSG coaches into some sets, providing a larger space for luggage, in which a tandem or two can be comfortably accommodated as well as solos and other luggage.

A tip for HST users is that the guard is always at the rear of the train, so it is wise to position yourself on the platform close to the post marked coach 'A' when travelling south, or coach 'H' when going north. The TSG vehicles are gradually being introduced on all sets, and will be marshalled at the north end (ie: coach A), which means that they may not be readily available when travelling north. If in doubt when travelling, the platform staff will usually be able to provide guidance.

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## ADDITIONS TO YOUR CATERING LIST

Two new catering establishments which have been recommended are:

Pickering's Café  
Kiosk Cafe

Thornton Dale (Tel: 74 370)  
York Road, Knaresborough

Let us know if you find others. It is hoped to find space to reprint the full list again soon.

## ALL BLACK COWS ARE BULLS?

A bill now before Parliament - the Countryside and Wildlife Bill - contains legislation which will cause great danger to users of rights of way in the countryside.

The government proposes to allow farmers to graze non-dairy bulls in fields crossed by public bridleways, including bridleways used by cyclists, as long as the beasts are with cows. Yet most experts say that ALL bulls are potentially dangerous, whether with cows or not; anyway, can you distinguish between a beef bull and a dairy bull? At present, in most counties in England and Wales, local by-laws prohibit farmers from putting bulls in field crossed by public paths, and these would be over-ruled by the new proposals.

The Bill also gives local authorities the power to confirm their own closure orders for public rights of way. Objections to closure would still be heard at a public enquiry, but the authority would have the final word. At present a public enquiry is conducted by an inspector appointed by the Secretary of State for the Environment, and the Secretary of State then decides whether or not to confirm the closure order, basing his decision on the inspector's report. This is of great concern to countrygoers, especially in an area such as North Yorkshire, where the local authorities are so dominated by farmers and landowners.

Amendments to the Bill intended to make alterations to these drastic proposals have been defeated in the House of Lords, and shortly the Bill goes to the Commons after passing the Committee stage. With a record of never having supported legislation to assist those who visit the countryside for leisure, the Tories are clearly determined to push this Bill through. It is important to us to make individual representations to M.P.s., if we are going to do anything to halt this legislation, so you are strongly urged to write to YOUR local M.P., stating your objection, c/o the House of Commons, London, SW1.

Start by solving the clues. Write each answer into its place in the first grid, then transfer the letters to the numbered squares on the second grid to find a quotation from "Winged Wheel" by William Oakley.

Clues:

- A. Band of singers.
- B. Pet rodent.
- C. Hours of darkness.
- D. Atmospheric
- E. Industrial (in)action.
- F. Marine mammal.
- G. Edible mollusc.
- H. Strain.
- I. Aunt's child.
- J. Stringed instrument.
- K. Turned round.
- L. Personal liberty.
- M. Deny.
- N. Humorous drawing.
- O. Dirty.
- P. Footwear.
- Q. High temperature.
- R. Conqueror.
- S. Verdant.
- T. Lighting supply.
- U. Furry.
- V. Revolving disks.
- W. Large strong box.
- X. Transgressor.
- Y. Protect.
- Z. Consecrated.

Grid 1

1	2	3	4	5					
6	7	8	9	10	11	12			
13	14	15	16	17					
18	19	20	21	22	23	24			
25	26	27	28	29	30				
31	32	33	34	35					
36	37	38	39	40	41				
42	43	44	45	46	47				
48	49	50	51	52	53				
54	55	56	57	58	59				
60	61	62	63	64	65	66	67		
68	69	70	71	72	73	74			
75	76	77	78	79	80	81	82	83	84
85	86	87	88	89	90	91			
92	92	94	95	96					
97	98	99	100	101					
102	103	104	105	106					
107	108	109	110	111	112				
113	114	115	116	117					
118	119	120	121	122	123				
124	125	126	127	128	129				
130	131	132	133	134	135				
136	137	138	139	140					
141	142	143	144	145	146				
147	148	149	150	151	152				
153	154	155	156	157	158	159			



Grid 2:

16	123	25	10	52	125	28	88	96		68	44	111	74		67	60	14	104	19	114
38		36	102		1	80	87	100	156		33	59	147		76	43	2	30	41	
131	99	146	101	70	118	106	121	31	53		107	105	6	58	85	134	45	95		130
20	139		36	124	39	148	77		158	117	09	3	50	143	140	138	27	61	159	
48	37	83	57	116	157		42	90	122	150	21	4	92	35	141		127	64	142	15
137	84	155	151	11	81		78	22	145		32	89	79	65	23	135		7	120	152
	46	98	8	66		72	69	55	62	93	112	9		18	115	12	133		24	105
51	63	13	110	149	126	154		49	128		97	71	82	91	113		73	54	132	5
17	86	29	40	144		153	124		75	119	136	34	108	94	26	47				

No prizes this time, but when you've collapsed with exhaustion trying to fathom out the solution you can always contact Mike and Anne Haseltine for enlightenment.... (or wait till the next issue!)

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### PUNCTURE SEALANT

You will have seen advertised one or more products which claim to seal instantly a leaking inner tube. It is also found that they are equally good at sealing the valve and preventing you from blowing the tyre up.

An alternative to these expensive concoctions may be made up at home as follows:

Take an egg-cup, fill it to the brim with demerara sugar, add boiling water to capacity. Stir, then inject into the inner tube with a syringe.

Q.E.D.

## READ ALL ABOUT IT - BUT WHERE?

Few of us can recall having the option of so many magazines for the cycling enthusiast as we have today. Sorting out the right one is certainly a problem, and this is not helped by having a magazine called 'Bike' which is actually concerned with motor cycling. Leaving out those which cater exclusively for the sporting side, there are four magazines which are reviewed below, one of which should provide sufficient interest for your taste.

CYCLE TOURING Alternate months, price 50p, but free to CTC members. The official 'Gazette' of the Club, first published in 1882. Has touring articles and travel information, readers' letters, reports on Club activities and policy. Provides information on D.A. and Section activities and reports on local involvement and events. Useful small ad. section, plus catering and accommodation lists. Authoritative technical articles and reviews are often included. Editor: Peter Neale; published by the CTC.

CYCLING Weekly, price 35p. Established in 1891 but published by IPC since about 1968. Referred to by sporting riders as the 'comic' but avidly read nevertheless. Accent is on the sporting scene, with full reports of all racing events. Touring and technical articles are included, and there is a good spread of adverts from main suppliers and concessionaires as well as retailers, plus private buyers and sellers. Trade reviews included, and a 'What's on' feature. Good standard of journalism and excellent action pictures. Editor: Martin Ayres. Available to order from any newsagent, but can be picked up from major retail outlets and station bookstalls. Published on Wednesdays.

CYCLING WORLD Monthly, price 35p. Introduced in April 1979. Descriptive touring articles and features of general cycling interest. Generally no racing coverage. Includes short articles on amenity, planning and countryside matters. Large amount of space taken over by adverts, and readers' letters and queries. Includes other reference information, suppliers, organisations, etc.; tends to be a bit short on the technical side. Editor: Bob Griffiths. Published since May by Stone Industrial Publications.

BICYCLE TIMES Monthly, price 40p. Introduced May 1980. Tabloid similar to 'Cycling World' but on better quality paper. Good colour pictures, reasonable selection of articles on touring and travel. Technical reviews, countryside topics, readers' letters and the usual spread of adverts are all included. Editor: Peter Lumley. Published mid-month by Kelthorn, Ltd.

The choice is yours, then, and may well boil down to what you can obtain from your local newsagent, or what your pocket can afford. There is inevitably some duplication of items between the various papers, especially where news is concerned. One word of advice - think carefully before buying any item which may have had glamorous reviews from the selfstyled technical advisers. Often the testing or evaluation is not done at sufficient depth or over a sufficiently long period, especially where new or novel items are concerned.

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### PSYCHOLOGY IN THE SADDLE

I'm furious, blazing mad. I slave over a hot typewriter imparting pearls of cycling wisdom for your edification, and some whippersnapper calls my work garbage. After a lifetime in the saddle, I can recall exploits to make your pump curl. Remember the first Unicycle Crossing of the Sahara and the Great Snorkle-Assisted Crossing of the Atlantic? The Mighty Toestrap made those, not some armchair cyclist still wet behind the mudflaps. Is this youngster mad?

And talking of nuts reminds me of an evening I spent with young Siggie Froid, you know, the headlad of the Eccentric Wheelers Westphalian Section. Well, Siggie had some pretty interesting things to say about cyclists. I had just commented on the beauty of the cycle.

"So simple." I said.

"Ah, nine, dat ees ze riders, ja, ha ha." Funny lad was Siggie.

"Und not only simple but ze masochistic, ja, also."

"Well I think you should explain that one, Siggie."

"Vell, haf you not noticed how cyclists get not slightly vet or muddy, nine, zey must get soaken or ze plaster vit mud, ze vorse ze better, ja, always ze extreme, nezer varm or cool but always ze boiled or frozen. Zees tings give ze great pleasure."

I had to admit that he had a point: just listen to cyclists reminiscing - gentle winds become gales, and hills mountains.

"Und not only zis," he continued, "ze masochistic tendency ees accompanied by ze many complexes und delusions...."

"Take ze psychotic pedaller who becomes anxious und edgy over ze fast und far pedalling, zis '1000 miles a day' psychosis ees often associated vit ze vish fulfilment syndrome vere ze biker becomes to believe he has achieved zese outrageous feats, he becomes ze cyclist superstar, ja, .... but only in ze head und not in ze seat."

"Every club has one of those," I agreed.

"Und you vill hear ze crash und clanging of ze gears at ze hill bottoms, ja?"

"Oh, yes .... certainly."

"Vell, zis ees ze Froidian slip, nine?" A bit much, that, I thought, but he carried on.

"Haf you not noticed ze great fear of sudden braking, or ze reluctance to be going quickly down ze long steep hills on ze fixed gear?"

"Yes, I've definitely noticed that," I replied.

"Vell," he cried triumphantly, "ze classic symptoms of ze castration complex!"

"Anozet ting - ze defence mechanisms, all ze pedallists haf zem, ze grown man shouting und bark-ing und brandishing ze pumper at und poor leetle doggie vot ees standing at ze roadside, or running away amazed."

"Not to forget ze sexy urges ... oh, ja, zees do occur in ze cyclers. I recall ze Unisex 25 Two Up, ze gut pedallers Donna und Blitzen, ze champion cycling Hamburgers, zey take ze 2 hours 25, und all because ze course ees passing ze haystack. Hee hee just my leetle joke, ja, you understand?"

Vell ... I mean 'Well' ... as you can imagine, we talked of such matters far into the night, until the tea got the better of us. (Couldn't hold his tea, young Siggi - incoherent after the sixth pot!) But I have a hard job remembering it all now.

Garbage indeed! How dare he!

### The Mighty Toestrap

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### A COASTAL CAPER

I suppose a ride to the coast from York is commonplace enough, but this particular jaunt, early last September, was particularly enjoyable and will, I hope, be of interest to fellow members, especially the not-so-young.

I should explain that my old friend Ben and I are well over retiring age, and count ourselves very lucky to be able to enjoy cycling now as much as we ever did. I first met Ben when we were both members of the Hull & East Riding D.A. - way back in 1928 - over 50 years ago - phew! In those days I was a member of the Scarborough Section, and Ben lived in Hull. Later we both came to live in York, and are now adopted 'Yorkies', and very proud to have lived here for many years. Enough of ancient history! Let's get on with the ride.

Being firm believers in an early start, we were away at 6.45 am on Tuesday morning, and enjoyed a traffic-free ride through Stamford Bridge, to the foot of Garrowby Hill. Our range of low gears helped us up the long ascent, and soon we were enjoying the wide views of the Wolds on the undulating run to Fridaythorpe. The café there, one of our favourite haunts, was not yet open, so we freewheeled down through Fimber and were soon on the road to Sledmere. It was a beautiful day, ideal for cycling, and we reveled in the peace and quiet of the Wold country on our way along the 'Great Wold Valley' through Weaverthorpe, Foxholes and Wold Newton. All these places had memories for us of club runs and happy gatherings in those far-off days before the Second World War.

A longish climb after Wold Newton took us to the hill top above Hunmanby, where we got our first glimpse of the sea and the magnificent Speeton Cliffs. From the large village of Hunmanby it is but a couple of miles to Hunmanby Gap, where we planned to have a break for coffee. Alas! After dropping down the steep hill to the sands we found the café closed. After all, we had been ahead of schedule all morning, and it was still only 10 o'clock, so, swallowing our disappointment instead of the coffee, we went along the busy Bridlington-Scarborough road as far as the turn-off for Filey. From there Ben took me through a private road he knew of which led through a caravan site and crossed the railway line, and in a very short time we were down on the promenade, with a splendid café actually open! Never did coffee and biscuits taste better!

Filey, a pleasant little holiday resort, has long been a favourite of ours, and we lingered a while, watching the bathers and the sailing boats before riding out of the town, heading for Muston. Still having time in hand and conditions being easy, we decided to go along the foot of the Wolds by way of Flixton to Staxton. There we left the main road and tackled the climb of Staxton Brow. Even with low gears we gave in and walked up the steepest bit! There is a splendid picnic site at the summit, and we decided it was just the spot to stop for lunch. Soon we had our sandwiches and flasks out of the saddlebags and were enjoying the views northwards to Scarborough and the Moors while eating our lunch.

It was still quite early in the afternoon as we crossed Willerby Wold on our way to Foxholes once again. From there we retraced part of our morning's ride as far as Weaverthorpe, where we went straight on to East and West Luttons. Our original intention had been to have tea at a favourite spot in North Grimston, but having climbed over from Duggleby we sped down into North Grimston to find the pub still open, and it was much too early for tea... but just in time for an excellent shandy apiece! We stayed quite a while in the pleasant beer garden, chatting with some friendly motorists. They seemed

most interested in our cycling efforts, and wished us a safe journey home.

The road home via lovely little Langton, Eddlethorpe Grange, Gally Gap and Buttercrambe is well known to York riders, and we enjoyed every bit of it in the warm September sunshine. We are indeed lucky to have such beautiful countryside virtually on our doorsteps. It is still as unspoilt as I remember it fifty or more years ago. Long may it remain so!

So ended a really great day on the bikes. had our tea at Ben's house instead of North Grimston as originally planned. Ther are some days - not many, it is true - when the miles go by easily and one arrives home early. To us 'old hands' it was one of the best rides of 1980, and we were "right chuffed" with our "coastal caper".

Cheerio, and good cycling!

Eric C. Sanderson (Life member)

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### LONDON TO BRIGHTON

I am used to riding to work at unearthly hours, but Mollie and Jayne did not take kindly to racing to catch a London train at 2am one Saturday morning last May. They had been persuaded to join me in sampling the annual mass ride from London to Brighton. Arriving at Kings Cross, we made our way via Trafalgar Square to Hyde Park. The weather was bitterly cold and the London streets nearly deserted. The temperature changed very little during the day, but the crowds soon developed. As we cycled along Park Lane we encountered cyclists of all descriptions converging on Speakers' Corner.

By 7 o'clock there was a solid mass of cyclists in the park - tourists and racers, commuters and housewives, veterans and children, shiny new bikes, old rusting bikes, small-wheelers, in fact, every type of bike and rider you can think of. Eventually a group of white-robed figures, ringing cycle bells and chanting encouraging words, passed through the crowd and then their leader rose on a hydraulic platform and exhorted the sun to appear (to no avail)

before starting us off with a blast on an air horn.

We left the park through the row of white-robed ones who were bowing and chanting mystic words such as 'Shimano' and 'Ever-Ready'; then, swinging right onto Bayswater Road, we came to a halt as police fed the hordes of cyclists into a roundabout amongst the London buses, taxis and delivery vans, and so away down Park Lane and Constitution Hill with Buckingham Palace on the right. Would the Queen come out to give us a wave? No, the Royal Standard was not flying, so we continued along Birdcage Walk for a time check, as the Houses of Parliament appeared dead ahead. The bicycles were everywhere, some even on the wrong side of the road, but where had Jayne got to? There was a brief glimpse of her ahead, disappearing over Westminster Bridge - would we ever catch her? We headed out of London via Kennington Oval, Clapham Common, Balham (gateway to the South?), Tooting, Amen Corner and Mitcham, accompanied most of the way by a service car churning out disco music from roof speakers. We were now approaching open country, and found Jayne waiting on the common by the tea shack. After suitable admonishment (in one ear and out the other) we were on our way again.

The crowds of cyclists had thinned out a little now, though there was still a continuous stream through the pretty village of Carshalton where the road crossed large ponds at the approach to a T-junction with a busy main road. A brightly coloured racing man took over point duty and directed us to the right, then we strung out again to head for Woodmansterne, there the local W.I. made a valiant effort to keep the tea flowing in the village hall. After a long climb to Chipstead we decided to send Jayne on to our overnight accommodation by train, only to discover that the nearest station was Woodmansterne, so the long climb to Chipstead was repeated. We were now among the tail-enders, passing some friendly-looking pubs with bikes stacked outside, but with 40 miles still to cover we resisted the temptation and pushed on through Merstham, Nutfield, and Smallfield to Turners Hill, the official Roll & Rock lunch stop.



It was now about 4 o'clock, and though there were hundreds of cyclists around we knew that thousands more would by now be making the mass descent into Brighton. However, we enjoyed a cup of tea, then continued to Lindfield and Wivelsfield and a brief stop for ice-cream on Ditchling Common before swinging left at a sign warning motorists to beware of cyclists ahead, and advising said motorists to use alternative route. The reason soon became obvious. A solid wall. of green and brown confronted us - the South Downs and the dreaded climb to Ditchling Beacon.

Into bottom gear and up past an unbroken line of walking cyclists. Halfway up, some encouragement from a UTC lady veteran and. an old gent pushing a beautiful green and gold 'boneshaker' - how did he get here before me? More tea at the top (we'd have admired the view if it hadn't been shrouded in mist), then the final downhill run. We passed the 'boneshaker' moving at quite a respectable pace before running into Brighton to join the crowds at the Palace Pier. The cyclists were now dispersing - many were taking advantage of the events organised for the evening, such as concerts, a 'Bicycle Bop' disco, films and a firework display. Some were staying overnight, some riding home, others catching the special chartered trains back to London. Nellie and I headed West along the coast to visit relatives.

It was a well-organised event, with special credit due to John's Bikes of Bath and Halfords, who provided service vehicles and signposted the complete route, providing a memorable day out for over 5000 cyclists. Details have been published of this year's ride, which takes place on May 9th and is expected to attract 8000- 9000 cyclists. I'm really looking forward to taking part - how about coming along?

Keith Wray

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## FOR SALE

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New 22½" Carlton Clubman frame. Fire red. 531 main tubes. All chrome forks. Never built up as I find I need a smaller size. Reasonable price. Will haggle.  
Hercules 3 speed hub. Overhauled .£5.00  
IKU Mileometer/Speedo. 40mm diam. 826 miles only. Tyre drive. Fits all sizes. Boxed. £5.00  
Pair Weinman Safety levers. Ex Galaxy £5.00  
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VX-GT rear mechanism. New. £5.00  
V-GT rear mechanism. New. £5.00  
Sun Tour twin levers and cables. New. £3.00  
Bag support. Seat stay clamp fitting. 50p  
8" Alloy spoke protector 75p Ditto Chrome 75p  
Pedal/Toe protectors. New. £1.00

All the new stuff is what I've bought intending to use, or for spare, and now find I have no use for it and has not been assembled or fitted. Mostly in original packing.  
Des Reed. Melton 3028

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The D.A. Secretary has in his possession two items of clothing which may be of use to members:

1. A pair of cycling shorts, in fine cord with double seat, 3 pockets, belt loops and buttons, size 36" waist. May be on the long side but can be shortened by up to 4". Fair condition - price £2 to D.A. funds.

2. A pair of plusses, about 38" waist, hardly worn, double seat, herringbone tweed, Hebden made. Best offer for D.A. funds.

Also available: D.A. Badge, brooch type, gold acrylic letters - 50p.

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## FREEWHEEL IN AMERICA

(An extract from our diary, 6th May, 1979, Blue Ridge Parkway.)

We only intended a leisurely day of 20 miles to the next campsite, but in fact, despite getting up at lam. we didn't get away until after 11. I think the first proper camping weekend of the season brought out a lot more people for weekends - perhaps the leisurely Sunday departure will become a habit.

We had breakfast of cereals, toast, tea and bread, followed by coffee given by Jim and Judith, our neighbours of last night. A number of people came to talk to us, and it seemed we spent more time talking than packing. I suppose this must be one of the penalties of choosing an unusual form of transport. Everyone seemed to think we were very brave taking on the trip, especially with children, and most people were interested in how we could afford it, what sort of job I had, etc..

Whilst we were packing, Belle and William (a couple we had stayed with the night before) looked in to see us. They were on their way to church, and we had told them where we were heading for. We were pleased to see them again, and they enjoyed talking to Annie and Elaine.

The High School youngsters that we had supped with had left us a lot of food, which we gratefully accepted. We eventually set off, and almost immediately began to climb, (we had to get to Route 221, as the Parkway here is not yet completed,) to Grandfather mountain - named, I suppose, because the rocks forming the mountains are reputed to be amongst the oldest in the world.

After a climb of several miles we stopped for dinner, and as we were leaving a man asked us if we had time to stop and talk. He was an ex-cyclist, and very interested and interesting.

So we had a fairly easy afternoon down to the campsite at Linville Falls, where we pitched tent early and relaxed - Jackie sewing, Elaine working (diary and maths), and I doing my diary. We also spread sleeping bags to air, as the day was warm and sunny.

We went for a walk to Linville Falls in the late afternoon - very impressive - rather like High Force, only very very much higher. The gorge the Falls drop into is immense, but we only looked at it from the top as we had to get back for tea.

Back at the campsite we met our first and only case (so far) of American officialdom. We had camped in a trailer park using the grass (we had looked forward to grass rather than dirt and gravel), but this was against regulations, so we had to move to the official (dirt and gravel) tent pad, missing, sadly, a soft night's sleep.

The meal tonight was good - rice with a tin of soup and sweetcorn added, followed by a hot chocolate drink. After the meal we met a fellow cyclist, an Air Force man going from Florida to Morgantown, West Virginia, who had covered 110 miles today over the Pisgahs, but he said it was too much. We managed to pass on some of the food that we now had spare, as he was too tired to prepare his own. He was riding a Schwinn, made of 531 tubing.

We didn't manage to get the children to bed early, though at least they were in bed before us, and we had a chance to have a relaxing cup of cocoa in the moonlight by the fire before going to bed.

Incidentally, Annie managed to get herself 'captured' by an artist at Linville Falls who had his friend take a good many photos of her so that he could paint her. On hearing her name he said he would call the picture 'Annie' !

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OUCH!

Riding through the countryside,  
(A pleasant place to be),  
I bumped into a lamp-post  
That stood in front of me.  
I picked myself up off the ground  
But found it was too late,  
For there I saw a policeman,  
Writing up my fate.

Jayne Wray

## D.A. DINNER AND AWARDS PRESENTATION

Our annual Presentation Dinner seemed to go down really well this year, with an attendance of 57 cyclists and friends at the 'Forge Inn', near York.

A buffet meal was devoured in seconds - there must have been some very hungry people present! - then there followed the presentation of medals and certificates for 1980, made by Assistant D.A. Secretary Alan Leng, soon to be National Secretary of the Club.

Certificates were presented for Standard Rides and Castles Rides, and medals were awarded to members who had done at least three qualifying rides in the last year. There was also a special presentation to John Smith, who, as most of us know, was involved in an accident while marshalling the Vets. Ride last June, and is still recovering in Leeds Infirmary. It was good to see you fighting your way back to health, John, and we hope you will be out with the Club again before so very long.



A raffle during the ensuing disco, with 15 prizes donated, made over £20 for D.A. funds, and the disco ended in a general rave-up, with nearly everyone doing the Conga and the good old Hokey Kokey. A good time was had by all, and our grateful thanks are due to organisers Pauline Wray and Lindy Smith, our joint Social Secretaries.

## MOVING ON

I remember an outing last year, cycling up the stony Rudland Rigg on the way to the Rosedale Railway, when I passed a battered sign announcing 'Kirby Rode', and wondered smugly if that was as far as Kirby could ride. (Sorry, Andrew - that's how they spelt 'road' in the good old days, really.) Then there was the time I followed the Cleveland Way (a footpath - I hang my head in shame) down from Old Byland to Rievaulx, and, getting carried away figuratively and literally as my brakes wouldn't hold in the wet, I shot past a group of startled hikers muttering darkly about 'bats from Hell'.

A host of similar incidents spring to mind when I think of my cycling days in Yorkshire. Many happy memories of life awheel, whether alone, with the family or with the Club. And now we're moving on.....

My pleasure at being appointed as National Secretary of the CTC is tempered only by the sadness of Les Warner's illness and subsequent early retirement. I know already from my dealings with the CTC Council and the marvellous HQ staff that I am inheriting a number of problems, large and small, that will keep me very busy, certainly in the early days. But what a marvellous challenge - an opportunity to be at the very centre of things, and to get this wonderful Club of ours really humming along. I know of no other organisation where there is so much warmth and friendship at every level; where, despite disagreements sometimes about how we promote our sport, we have so much to share: the love of the countryside, the pleasure of the open road, the sense of achievement (Judith calls it 'numb bum') after a hard day in the saddle.

'Cycle Touring' spoke of Surrey as 'the soft underbelly' of England. I'm not sure I like the sound of that! As a Yorkshireman I spotted straight away that there are some funny goings on down there - for a start the North Downs around Godalming are mainly 'Ups', just to confuse the unwary. No doubt my job will have ups as well as downs. But I look forward to the future with confidence. I want to see the Club go from strength to strength, and we can all do something about that. Pass your 'Cycle Touring' to a new rider; spread the word; "make a new member a month". After all, my salary now depends on it!

Best wishes to you all. See you on the 'rode' sometime!

Alan Leng



OFFICIALS OF THE  
NORTH YORKSHIRE DISTRICT ASSOCIATION

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Section

Secretaries: Selby	–	Howard Haynes, tel.618358
York	–	John Hessle, tel.792547

The D.A. Committee would be pleased to hear from any member who may be prepared to play an active role in the formation of C.T.C. Sections in other parts of the D.A. area, notably Harrogate, Richmond, Scarborough or Skipton. Please contact the D.A. Secretary initially.

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SHOP WITH US

Members who wish to obtain goods from the CTC Sales Department are urged to obtain them through the D.A. which receives a small commission on most items.

A small stock is kept of badges and other items of quick turnover, but any item can be obtained on sale or return basis. Orders to Keith Wray, York 769117.